

North Carolina Department of Transportation
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Thursday, September 20, 2018
10 a.m. to 12:30 p.m.
Ridge Road Baptist Church
2011 Ridge Road
Raleigh, NC 27607

Room 211 Session

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1 SPEAKER: All right. This is Julie
2 Brenneman's [phonetic] room and this is Thursday,
3 September 20th. So as we get going in the room,
4 she reviewed the -- Beth reviewed the ground rules,
5 the -- how to get the most out of your session
6 here. Our main goal is listening. Me listening to
7 you. You all listening to each other. We've got
8 six questions to go through. Focus on answering
9 the question asked. There'll be sort of open-ended
10 opportunities at the end. If you have any phones
11 or anything, I -- I ask you to put it on silent or
12 vibrate.

13 Consider that there's different opinions
14 and that's okay. That not all of you may agree on
15 the opinions and we just want to listen to each
16 opinion. If -- you all seem very polite already.
17 If you want to speak one at a time and not talk
18 over each other, I -- I facilitate and teach a lot
19 so I'll make sure that I get everyone a chance to
20 speak if -- if you feel like I'm not noticing that
21 you want to speak, you know, feel free to wave your
22 hand.

23 We encourage you to really speak from
24 your own household's experience so don't try and
25 speak for everyone on your street, everyone that

1 has your commuting pattern, but just really your
2 own personal experience. You can speak for the
3 rest of your household, but don't try and represent
4 other people's opinions. We -- we've got a good
5 size group, but still want you to be concise so
6 we'll capture your ideas. We've got it all
7 recorded. I'll summarize it on the board, but you
8 don't need to ramble. And also be concrete. So if
9 you're talking about something and you have
10 specific examples, that's really helpful to
11 understand what you're talking about, if you can
12 give examples.

13 And then, finally, I'm going to encourage
14 everyone to participate. You're all welcome to
15 encourage each other to participate as well. We
16 have until about 12:10 in this room. If we need
17 more, it's scheduled until 12:30, we'll -- we'll
18 stay as long as you still have comments to share.
19 And I think -- I think that's it.

20 So we're going to get started. The first
21 question is, and, again, they're on the floor in
22 front of you. With one word, describe what is the
23 most important thing to you, or your household, or
24 business that must be considered as this project
25 moves forward. So right now, I just want one word

1 from each of you. We can go in a circle, but if
2 you're not ready with your word, I'll skip you.

3 SPEAKER: I'll start. Well, I might need
4 more than one word. Destruction of the
5 neighborhood.

6 SPEAKER: That's true.

7 SPEAKER: Right.

8 SPEAKER: Capacity.

9 SPEAKER: Capacity.

10 SPEAKER: Traffic.

11 SPEAKER: Noise level.

12 SPEAKER: Impact on property values.

13 SPEAKER: I have to go with traffic.

14 That's my one word.

15 SPEAKER: Perfect. Very good.

16 SPEAKER: Can I add one more?

17 SPEAKER: I'll let you add one more.

18 SPEAKER: Loss of trees.

19 SPEAKER: That's good. That's good.

20 SPEAKER: I -- I think framing --

21 or -- or go ahead.

22 SPEAKER: Well, give it time, something
23 will take them, right?

24 SPEAKER: I agree. What mother nature
25 doesn't do, the rest will take care of it.

1 SPEAKER: Right.

2 SPEAKER: So thank you. Y'all have been
3 perfect. All right. Next topic is about safety.
4 So what do you believe is needed to ensure the
5 safety of your family, the people who live in the
6 area and the people that travel through the area?
7 I'll open it up to all of you.

8 SPEAKER: Close off the end of Ridge
9 Road.

10 SPEAKER: And which end?

11 SPEAKER: At I-440.

12 SPEAKER: [Inaudible]. Okay. Can you
13 get that?

14 SPEAKER: Don't make Ridge Road an
15 overflow pattern to take care of Crabtree Mall's
16 problems.

17 SPEAKER: Is that -- is that happening
18 now?

19 SPEAKER: Yeah.

20 SPEAKER: Well, that's part of the --
21 they're part of the study.

22 SPEAKER: It is.

23 SPEAKER: Yes. Well, actually something
24 kind of close to that to is right now -- I can just
25 say it without hopefully agreeing with them too

1 much. Right now, Ridge Road is used as an
2 alternative route when I-440's backed up.

3 SPEAKER: Uh-huh.

4 SPEAKER: And that -- maybe that goes
5 with yours, but that exit will reduce the -- the
6 alternate traffic on Ridge Road during rush hour.

7 SPEAKER: So it is currently being used
8 as an alternate route?

9 SPEAKER: Yeah, when 4 -- 440's backed
10 up.

11 SPEAKER: For [inaudible]?

12 SPEAKER: Yeah.

13 SPEAKER: Do not connect Crabtree Avenue
14 to 440.

15 SPEAKER: Amen.

16 SPEAKER: The city of Raleigh allowed all
17 those apartments to be built. They can get out in
18 several ways, so don't waste the tax-payer dollars.
19 Very paragraph rich.

20 SPEAKER: I'd like to --

21 SPEAKER: Isn't Crabtree Valley Avenue
22 the one next to the mall? Is that the name of --

23 SPEAKER: It's behind the mall.

24 SPEAKER: Behind the mall.

25 SPEAKER: Crabtree Avenue behind the mall

1 where all those apartments being built. Right?

2 SPEAKER: There the --

3 SPEAKER: Raleigh allows stuff and they
4 don't figure for infrastructure.

5 SPEAKER: And just to elaborate on that
6 point, the -- the initial plan that was developed
7 in 2011 showed Crabtree Boulevard coming right onto
8 I-440.

9 SPEAKER: It's Crabtree Valley Avenue.

10 SPEAKER: Crabtree Valley Avenue.

11 SPEAKER: That'll be a big connector,
12 right there.

13 SPEAKER: Yeah.

14 SPEAKER: If you add Avenue after the
15 word Valley, that'll clarify.

16 SPEAKER: And they unload on Ridge Road
17 too.

18 SPEAKER: So just tell me a little bit --
19 I mean you all, many of you --

20 SPEAKER: Yeah, I'm just -- I was just
21 clarifying that.

22 SPEAKER: Okay. If you could just tell
23 me, what's the safety concern with that for you
24 all?

25 SPEAKER: Increased traffic.

1 SPEAKER: Increased traffic.

2 SPEAKER: Yes, ill traffic.

3 SPEAKER: Okay. So, -- now, and traffic
4 is a safety issue because?

5 SPEAKER: Yeah.

6 SPEAKER: It becomes a non-neighborhood.
7 It becomes a boulevard is what's going to happen.

8 SPEAKER: But from a safety -- it -- it
9 makes it difficult to turn into your neighborhood
10 with all the traffic because you're worried about
11 collisions and -- and the speed of the traffic that
12 does come through.

13 SPEAKER: Because the speed of the cars
14 don't give a hoot. It's not their neighborhood or
15 their children.

16 SPEAKER: All right.

17 SPEAKER: Going from Ridge Road to I-440
18 is like taking your life in your hands.

19 SPEAKER: It -- it currently is?

20 SPEAKER: Yes.

21 SPEAKER: Yeah.

22 SPEAKER: So any -- any additional
23 traffic you're worried would just --

24 SPEAKER: Well, no, that's what I said.
25 Close off the whole thing; dead end. Ridge Road a

1 dead end.

2 SPEAKER: There's one --

3 SPEAKER: She -- she's still trying to
4 talk.

5 SPEAKER: I almost forgot what I was
6 going to say. Several years ago -- and I wish I
7 had brought all the clippings, et cetera -- but we
8 had took up this thing about Crabtree Valley Avenue
9 being connected to Ridge and, of course, this --
10 this was a city project and they were gung-ho. I
11 don't know if you remember it. [Inaudible]. But
12 they were bound and determined that they were going
13 to connect Crabtree Valley Avenue to Ridge Road.
14 Now, the question there was are you going to go
15 over the property to build all those hotels or are
16 you going to burrow underneath it. That's the --
17 the -- but my point was that even though staff for
18 the city wanted it desperately, the planning
19 commission denied it unanimously and the city
20 council denied it unanimously, along with the
21 neighbors, which I think is interesting.

22 SPEAKER: And there is one problem with
23 closing Ridge Road, period. That blocks Varnell at
24 the end, therefore all the traffic from the
25 apartments will come through our subdivision.

1 SPEAKER: Uh-huh.

2 SPEAKER: And they have plans for another
3 140 units and two parking decks. That has not been
4 approved. They've got a lot of hoops to jump
5 through, but that's what they want. We have enough
6 traffic from the apartments now. We want to close
7 them off.

8 SPEAKER: Yeah, I think you can close off
9 the end off Ridge Road and still keep Varnell open.

10 SPEAKER: Uh-huh.

11 SPEAKER: Well, as long as they keep
12 Varnell. Either close the apartments or keep it
13 open on both ends. So --

14 SPEAKER: Uh-huh.

15 SPEAKER: Because if you don't close it
16 up there, they all come through back out.

17 SPEAKER: Yeah.

18 SPEAKER: Yeah. Of course, that creates
19 more traffic.

20 SPEAKER: And they do not run the speed
21 limit either.

22 SPEAKER: No. Yeah. Right.

23 SPEAKER: I wanted to ask a question. Is
24 anybody from city planning here or don't you know?

25 SPEAKER: I honestly don't know. I know

1 there's engineering consultants that are working
2 with the city folks, but I don't know.

3 SPEAKER: Actually, this is in the city
4 and the city has planned or unplanned all of what
5 has happened to Crabtree area. Now, I think that
6 they should be here, and they should be listening.
7 I don't -- I can't remember if you were --

8 SPEAKER: The city will get these.

9 SPEAKER: Yeah. This will -- This will
10 be all [inaudible].

11 SPEAKER: Some of us worked with the city
12 for many years and that does not always happen,
13 that it gets back to the people who make the
14 decisions. Now, the planning department thinks
15 they make the decisions, but they don't.

16 SPEAKER: We can only try, right?

17 SPEAKER: I've lived here 40 years and
18 I've been trying for 40 years. Now, one time when
19 -- when they built the new apartments on -- on Lead
20 Mine and all of the city councillors was there --
21 this was kind of an exciting situation. Well, the
22 traffic down here on Glenwood is terrible. How did
23 we get to this point? Why -- how'd it happen?
24 Well, I say well listen to us. It was because you
25 people on the city council decided that you wanted

1 10,000 more people on one street. But they don't
2 listen.

3 SPEAKER: Can I make a comment?

4 SPEAKER: Uh-huh.

5 SPEAKER: I really feel we basically feel
6 we're going to be steamrolled over. Bucks is the
7 bottom dollar and that really upsets all of us. It
8 does.

9 SPEAKER: Right.

10 SPEAKER: No matter what.

11 SPEAKER: So, you're worried that, no
12 matter what, you're going to be steamrollered over?

13 SPEAKER: And so far, we've seen no
14 definite plan, even though we -- you know we have a
15 general kind of thing being considered, but --

16 SPEAKER: We must remember this is being
17 brought to you by the people who designed all the
18 roundabouts.

19 SPEAKER: Right.

20 SPEAKER: Yeah -- yeah, that's right.

21 SPEAKER: I know when they complained
22 about the one, I think it was at Overland Road, and
23 the man who was quoted in the newspaper said well,
24 we're going to do that and I'm going to be in
25 charge over that design, but he was the one who

1 originally designed the problem.

2 SPEAKER: On -- on safety aspect,
3 Crabtree Avenue, is it?

4 SPEAKER: Crabtree Valley Avenue.

5 SPEAKER: Doesn't seem to serve a useful
6 purpose under any plan that I've seen so they
7 continue to be about the same life except where it
8 comes to Ridge Road. It's going to dead end at --
9 what is that road up there, Blue Ridge?

10 SPEAKER: Yeah. Blue Ridge. They have
11 --

12 SPEAKER: It's Blue Ridge or Creedmoor.

13 SPEAKER: Well, they have several
14 alternate routes to get out of those apartments.

15 SPEAKER: Yeah.

16 SPEAKER: Now, they're going to have to
17 sit through a traffic light like the rest of us
18 folks have to do, but they want a straight shot.

19 SPEAKER: Yeah.

20 SPEAKER: Well, there's one other thing I
21 must say. Because the -- Crabtree Valley Avenue is
22 a great shortcut. It doesn't bother anybody, but
23 finally the city, or whoever put a stop light there
24 on Creedmoor, because they were giving examples of
25 all the accidents. And they gave an example --

1 there was one accident there.

2 SPEAKER: Any other comments about safety
3 for the project?

4 SPEAKER: Can I make just a comment as an
5 observer, just to give information to everybody?
6 The designers are being told be the DOT that
7 nothing is off the table. They start with a clean
8 sheet of paper, a blank slate, start from zero,
9 from scratch just -- just to let you know that, so
10 --

11 SPEAKER: That's good to hear and that's
12 certainly what I --

13 SPEAKER: So -- so -- so the designers
14 are going to take the information coming out of
15 this meeting is for -- for direction.

16 SPEAKER: Right -- right.

17 SPEAKER: So anything that -- these are
18 great comments that you have about this is what we
19 want, this would be a good idea, don't do this.
20 That's great comments.

21 SPEAKER: Right. So I know, as residents
22 it's hard to trust what's happening because you
23 think that there's some plan out there already.

24 SPEAKER: Uh-huh.

25 SPEAKER: But the purpose of these

1 sessions is to really hear what's important to all
2 of you and give that as input. And then if they're
3 coming up with nine options, it's probably no
4 option's going to be perfect for everyone, but
5 they're definitely -- the reason we're doing these
6 listening sessions up front is to hear your input.

7 SPEAKER: Today was the first day I heard
8 someone say that this was being done for safety
9 purposes. All the other meetings have said it's
10 being done to give better access to Crabtree Valley
11 and stop all the traffic backup. I would like to
12 know what the safety problems are, so I hope
13 someone will define those for us.

14 SPEAKER: Well, many times what some of
15 us in Brookhaven have suggested -- and this was on
16 the state's plan with -- or somebody's plan was
17 going to be done to regulate the traffic signals so
18 there isn't a complete stop for 5-minutes one --
19 you know, in one direction.

20 SPEAKER: Uh-huh.

21 SPEAKER: And that's not being done. And
22 also, to synchronize them further. You know that
23 if you get in the left-hand turn lane that your --
24 your lane is going to be the first one to turn or
25 not, but that's not true. Another comment -- go

1 ahead, I'm sorry.

2 SPEAKER: That's okay. As far as safety,
3 I would say separating the pedestrian from traffic
4 from their home -- from the cars along Glenwood
5 Avenue. There's a lot of people that try to make
6 crossings happen along there just in mid-block,
7 people just start and that's like the worst
8 possible place for people to be walking.

9 SPEAKER: And so, when you say people are
10 doing that, so pedestrians are jaywalking basically
11 --

12 SPEAKER: Yeah. Basically, the hotel
13 across one way from the mall. There's a lot of
14 people that are just -- I think unsure.

15 SPEAKER: Uh-huh. There's a traffic
16 light at the mall.

17 SPEAKER: There is a traffic light.

18 SPEAKER: Oh, yeah, there is. Yeah, but
19 then they -- it's almost like they need either an
20 overpass or some way above -- of funneling them to
21 a place where they just dart out on Glenwood.

22 SPEAKER: Uh-huh. Uh-huh.

23 SPEAKER: Yeah. Some kind of pedestrian
24 bridge over it would be good.

25 SPEAKER: I mean, but if you have a

1 pedestrian bridge that would connect that shopping
2 mall to the hotel across the street.

3 SPEAKER: That's what I'm talking about.

4 SPEAKER: Uh-huh. Yeah.

5 SPEAKER: And that bridge at Lead Mine
6 too at that intersection.

7 SPEAKER: Oh, yeah. That intersection.

8 SPEAKER: So it's not just at the mall;
9 there's other places along there.

10 SPEAKER: Oh, no. I agree. [Inaudible].

11 SPEAKER: We'd have to elect those
12 scooters too, to get over there.

13 SPEAKER: Scooters.

14 SPEAKER: Yeah, we don't need --

15 SPEAKER: If you're -- if you're coming
16 down Lead Mine to Glenwood, if you don't know where
17 you're going, you're going to get in the wrong lane
18 almost every time.

19 SPEAKER: Yeah. That's -- that's exactly
20 --

21 SPEAKER: They need some warnings further
22 up the road about which lane is which.

23 SPEAKER: So, that's a [inaudible].

24 SPEAKER: A thousand times a day --
25 almost run into you.

1 SPEAKER: Lead Mine connected south
2 making a left onto Glenwood is what I think he's
3 talking about.

4 SPEAKER: Yeah.

5 SPEAKER: I know it cause it's -- that's
6 my commute pattern every day.

7 SPEAKER: Yep.

8 SPEAKER: I just drove it this morning
9 for the first time.

10 SPEAKER: I drive it twice a day, going
11 to work and coming back. That's my -- that's my
12 commute.

13 SPEAKER: I need to move us to the next
14 question.

15 SPEAKER: I want to make a comment. You
16 don't have to put this on the board. I worked with
17 DOT and acquisition of right-of-way for several
18 years. And I always found DOT to be honest in what
19 they say and what they'll do and they will give you
20 an opportunity and if they can help, they will. If
21 they can't, you have to take what they give you.
22 So what we're hoping is that they will protect back
23 in our subdivision. We've been here a long time
24 and those apartments, they've got a problem, I
25 can't help them.

1 SPEAKER: Tell me the name of your
2 subdivision again.

3 SPEAKER: Do what?

4 SPEAKER: Beckanna.

5 SPEAKER: Beckanna. B-E-C-K-A-N-N-A.

6 SPEAKER: That probably is the oldest
7 apartment division in the world.

8 SPEAKER: Uh-huh.

9 SPEAKER: Yep.

10 SPEAKER: That's a Gerald Coggins
11 special.

12 SPEAKER: Named after his daughters.

13 SPEAKER: Yeah. Judy.

14 SPEAKER: Uh-huh. Judy Anne.

15 SPEAKER: Great. Okay. So, I'm going to
16 move us to the next question. If we -- if you need
17 more safety, we can definitely factor it and then
18 I'm capturing some of your general comments too.
19 So the next question is about community assets. Is
20 there a specific valuable community asset?
21 Something that's important to the community or the
22 neighborhoods that's located within this project
23 zone that you're concerned will be impacted? What
24 is it and how do you believe it might be impacted?
25 Yes, ma'am.

1 SPEAKER: We have a couple of schools
2 down there. Martin Junior High School, Ray Peat
3 Elementary School and we have multiple church
4 preschools and day schools on Ridge Road.

5 SPEAKER: And so how are you worried?

6 SPEAKER: All of those are releasing at
7 different times.

8 SPEAKER: Do they have -- Do y'all have,
9 like, crossing guards?

10 SPEAKER: Yeah, we have crossing guards,
11 normal -- usually women just holding up a sign.

12 SPEAKER: Yeah.

13 SPEAKER: But you have large groups of
14 children crossing to these churches or just
15 crossing to walk home. It truly is a neighborhood
16 of families.

17 SPEAKER: And I tell you, if you impact
18 the traffic on Ridge Road and add to it then that
19 puts those people at risk.

20 SPEAKER: You think we already had a
21 psychiatrist come in and teach these people they
22 can't just run amok as they want to? Same thing
23 happens over at NC State. I mean, they'll cross
24 wherever they want to, the students. And they're
25 not bad students.

1 SPEAKER: No, this isn't -- there is not
2 a problem with student crossing. It's just --

3 SPEAKER: No, they're not crossing. No,
4 it's a problem of cars.

5 SPEAKER: Cars that back -- start backing
6 up and then -- especially, during school pick-up
7 time.

8 SPEAKER: So are you worried that there's
9 going to be more traffic then?

10 SPEAKER: Yeah.

11 SPEAKER: More traffic and a higher
12 potential --

13 SPEAKER: Then with more safety with
14 those kids?

15 SPEAKER: Yeah.

16 SPEAKER: Right and higher potential for
17 crash, sure.

18 SPEAKER: Because the stopping guards,
19 even if the lights change, the stopping guards --
20 if those children are midway, they go out in the
21 middle of the street allowing their children to
22 keep going. Which is this correct thing to do, but
23 you will put the stopping guard and the children at
24 risk with these lights changing in the middle of
25 these children transitioning. They didn't start at

1 the wrong time, but the timing of the light, you
2 know.

3 SPEAKER: Right, so there's a lot of
4 schools, churches, pre-schools that are all coming
5 out at different times?

6 SPEAKER: Right.

7 SPEAKER: And more traffic makes it more
8 dangerous?

9 SPEAKER: Well, Ridge Road goes through a
10 residential neighborhood.

11 SPEAKER: We're residents.

12 SPEAKER: And it happens to be a big road
13 and an easy road to look at. Well, maybe we can
14 improve the access to Crabtree Mall and -- and --
15 and access for the people in those apartments can
16 have. But this is a neighborhood road, it just
17 happens to be close to the 440 Beltline. And it
18 happens to be a big street.

19 So we're already getting -- especially in
20 the afternoon rush hour, the -- the road backs up.
21 I mean, almost the whole length of the road. And
22 -- and -- and this is a residential street, you
23 know, it's not a business area.

24 SPEAKER: We're not -- we're not meant
25 for, you know -- to transmit business cars exiting

1 to go home.

2 SPEAKER: Right.

3 SPEAKER: It's not 440 overflow.

4 SPEAKER: It sounds like -- it sounds
5 like the difference between a neighborhood, what
6 you're saying, and a collector road.

7 SPEAKER: Right.

8 SPEAKER: Yeah.

9 SPEAKER: Right.

10 SPEAKER: It's turning into a collector
11 road.

12 SPEAKER: Right.

13 SPEAKER: Which it's not.

14 SPEAKER: Which is meant to be more four
15 lanes with lots of traffic. So you're worried
16 about it?

17 SPEAKER: Right.

18 SPEAKER: The road changing it's making.

19 SPEAKER: It's a wide two-lane road, but
20 it's only a two-lane road. It just happens to be
21 -- there's easy access out to 440 and you can go
22 all the way to White Avenue on that road and miss
23 all that mess.

24 SPEAKER: But if they take out that
25 bridge right there, they can not come on to Ridge

1 Road.

2 SPEAKER: We can't do that anymore.

3 SPEAKER: That bridge is scheduled for
4 demolition at some point. It's already out lived
5 its life.

6 SPEAKER: So -- so the questions about
7 community access. So we got the schools, the
8 churches, the pre-schools.

9 SPEAKER: Right.

10 SPEAKER: What are some of the other
11 assets, in the whole study area, that y'all are
12 concerned about?

13 SPEAKER: Well, there's that asset of it
14 being. Also, the sidewalks are used as jogging
15 paths for the people that live there. There's a
16 biking lane along Ridge Road that are used for
17 bikers of -- of people that live in that
18 neighborhood. So you're going to put bikers at
19 risk. And there's lines drawn in for those bikers
20 to have space.

21 SPEAKER: So -- so whatever happens you
22 would be concerned? You want to make sure the
23 sidewalks and the bike -- bike lanes are preserved
24 and safe?

25 SPEAKER: Well, the first thing you can

1 see is there going to rip up our sidewalks to widen
2 that road for more traffic. I mean, you don't have
3 to be an Einstein to figure that one out, you know.

4 SPEAKER: Well, I think though -- that
5 Ridge Road is the only street that I know that has
6 a sensible bike lane.

7 SPEAKER: Right, it's safe.

8 SPEAKER: Not the ones that they put in
9 the middle of the street.

10 SPEAKER: Correct -- correct it's very
11 safe as it is.

12 SPEAKER: It is.

13 SPEAKER: They can spend all that money
14 for these bridges and walking trails, but they
15 can't fix your neighborhoods. All the drainage
16 problems and crap they got at Raleigh.

17 SPEAKER: Tell me about it.

18 SPEAKER: Yeah.

19 SPEAKER: I live out Glenwood.

20 SPEAKER: So your comment about I -- I
21 know part of your comment. But your comment about
22 the bikes and the trails, is that an asset too you
23 want to make sure is preserved? Or is that
24 covered?

25 SPEAKER: The biking lane is preserved.

1 not a --

2 SPEAKER: Didn't [inaudible]. She said
3 that the Ridge -- Blue yeah, Ridge Road area was
4 not going to be considered in this. That's --
5 that's what I thought was, kind of --

6 SPEAKER: Yeah, she said it's not going
7 to be widen and I want to check that.

8 SPEAKER: Was it widen?

9 SPEAKER: No, it will not. Unless
10 somebody is not telling the truth.

11 SPEAKER: Well, there's always that.

12 SPEAKER: No, they said it's not going to
13 be widen. It's not in the --

14 SPEAKER: But -- but what you all are
15 talking about is there could be construction
16 elsewhere that impacts [inaudible].

17 SPEAKER: [Inaudible] you know, I read
18 the thing the city sent too. It said, you know,
19 really, we're looking at up in Lead Mine and
20 Creedmoor and all that area there. And how do you
21 fix all that -- and -- and -- I understand it.

22 But in the past, whenever they talked
23 about access to Crabtree, Ridge Road has always
24 come up. And they say it will be part -- it will
25 be studied and evaluated, but it's not going to be

1 part of this particular project. Well, then why
2 are you studying it?

3 SPEAKER: They've tried this before.

4 SPEAKER: Right. A very important asset
5 for me is Crabtree Valley Mall. And from an
6 economic stand point I'd like to see us improve
7 access to the mall, but not at the expense of Ridge
8 Road.

9 SPEAKER: But if you think about Glenwood
10 Avenue. You come down Glenwood Avenue going
11 through Crabtree. You have one, two, three, four
12 about five stop lights. And you got left turn
13 lanes at every one of them. So everything backs
14 up.

15 SPEAKER: That gets back to my point that
16 those lights are not synchronized.

17 SPEAKER: See that creates the problem.
18 Oh, no, that's too tough. They don't even know
19 what synchronization means.

20 SPEAKER: It -- it seems pretty clear
21 that Crabtree Valley Mall needs better access.
22 We're here mainly to talk about the impact
23 [inaudible]. But understand, even -- yes, it
24 really needs it, but I wouldn't want it to impact
25 some other residential area that's not part of

1 ours.

2 You know, that's up there by Lead Mine or
3 -- or -- or Creedmoor. I mean, in a sense that it
4 would -- it would lower the -- the quality of those
5 neighborhoods. But clearly -- clearly something
6 needs to be done with Crabtree Valley access.

7 SPEAKER: I think a fly over would work
8 great.

9 SPEAKER: There was a fly over.

10 SPEAKER: And we tried to get them to do
11 a fly over about 20 years ago.

12 SPEAKER: More than that. [Inaudible].

13 SPEAKER: That would have solved the
14 whole problem.

15 SPEAKER: But it won't.

16 SPEAKER: It would.

17 SPEAKER: Or the other.

18 SPEAKER: I don't know if it's a
19 community asset, but I have a concern as to the
20 construction that would be going on up by Meredith
21 College and the State Faculty Clinic. And the
22 construction here and how are they timed. And are
23 we going to suffer on Ridge Road as a result of the
24 work up there?

25 SPEAKER: Yeah, right.

1 SPEAKER: Well, even closer -- I -- I was
2 surprised driving one day to see that they were
3 doing something on Homestead. More apartments or
4 condos or whatever.

5 SPEAKER: Yeah, they sure changed the
6 land up there fast too. We go that way to
7 Crabtree.

8 SPEAKER: I'm -- I'm just waiting for
9 some of those that when we get a really heavy storm
10 that all that dirt is going to wash down into
11 Glenwood or whatever.

12 SPEAKER: Are there other community
13 assets that you want to point out?

14 SPEAKER: I'm going to just make a note,
15 it's not an asset, but the synchronization of
16 lights keeps coming up.

17 SPEAKER: Well, it - synchronization of
18 the light is an asset.

19 SPEAKER: If you're stuck in traffic, it
20 sure is.

21 SPEAKER: And it's mostly on Glenwood
22 that you're talking about?

23 SPEAKER: Well, it's -- it's all the
24 intersection in the corridor.

25 SPEAKER: Yeah.

1 SPEAKER: Yeah.

2 SPEAKER: I mean, that's primarily my
3 concern. Like, for example, you [inaudible]
4 yesterday they closed the right turn lane onto Lead
5 Mine at Glenwood right during evening rush hour.
6 It took 45 minutes for me to get from Glenwood
7 South where I work. So I use Glenwood all day
8 long. I work on Glenwood South and I drive up
9 Creedmoor to my house.

10 So that evening rush hour took me 45
11 minutes to get home because of that. It just --
12 just turning -- just closing the right through lane
13 on -- on Lead Mine. To get to Lead Mine from
14 Glenwood cause that much of an issue. [Inaudible]

15 SPEAKER: And something else would help
16 coming through Crabtree heading toward Raleigh.
17 When you come through the light there at Lead Mine
18 everybody in this lane wants to get in this lane.
19 But they don't have the lane blocked properly where
20 these people can't get over. They try to get by
21 everybody and get into the lane, so they can get up
22 on the Beltline.

23 SPEAKER: I think a lot of what's going
24 on there is the old design of an intersection where
25 you have to share the -- the off ramp with the on

1 ramp. So all of those people getting off the
2 Beltline are competing with the people going down
3 Glenwood. And that's usually from a lack of space.
4 But hopefully through this they'll -- they'll fix
5 it.

6 SPEAKER: You got everybody competing
7 right there. They're trying get on; they're trying
8 to get over.

9 SPEAKER: [Inaudible] fix that, right?

10 SPEAKER: If not -- it's a bad design. A
11 bad design.

12 SPEAKER: You don't look at all the
13 traffic. But hopefully they'll fix those competing
14 on and off ramps which is part of that process.

15 SPEAKER: Right.

16 SPEAKER: So -- so just -- so our next
17 question is about traffic. I'm going capture that
18 as the first comment. But -- so it's getting off
19 the Beltline? What?

20 SPEAKER: Getting on; getting off.

21 SPEAKER: It's the -- it's the combined
22 on/off ramps at the Beltline at Glenwood.

23 SPEAKER: Yeah, it's just a mess right
24 there.

25 SPEAKER: A lot of these are human

1 problems, because people will -- won't -- like she
2 say, they'll wait to they're just get to the place
3 where they want to and then they'll going to want
4 to get into the other lane. They don't think
5 ahead. Now, we can't blame the out-of-state
6 people.

7 SPEAKER: So just for the record, I'm
8 going to read the traffic question for you. From
9 your perspective, what are some of the most
10 problematic traffic and pedestrian problems that
11 need to be address?

12 SPEAKER: Synchronization.

13 SPEAKER: Specific with intersections,
14 directions, or time-of-day?

15 SPEAKER: Yeah, I would say that this is
16 a synchronization issue.

17 SPEAKER: Yeah, I'm going to change this
18 and call this part of travel.

19 SPEAKER: Yeah, I think so.

20 SPEAKER: I do too.

21 SPEAKER: In -- in the synchronization,
22 like, yesterday, for an example, I sat at that
23 light trying to get through the interchange. And
24 there's not enough -- there's not enough timing for
25 the Glenwood Avenue traffic. So you're -- you're

1 not able to get through both sets of lights as
2 people are getting off the Beltline to go north on
3 Glenwood.

4 Or you're going up Glenwood -- you're --
5 you're basically sitting there waiting for multiple
6 cycles to go through. And I understand there's
7 evening rush hour, but at the same time there needs
8 to be better analysis. And hopefully traffic
9 [inaudible].

10 SPEAKER: They're always quoting the
11 analysis that they do. And it doesn't --

12 SPEAKER: No, they don't.

13 SPEAKER: They quote, but they don't do
14 them.

15 SPEAKER: No, but hopefully with updated
16 traffic and the new study they will focus on that
17 more.

18 SPEAKER: I doubt it.

19 SPEAKER: Right. This -- this may be
20 nearly impossible, but if you can somehow on
21 Glenwood separate the rush hour traffic from the
22 mall traffic completely, that would -- that would
23 --

24 SPEAKER: It's almost like the entrances
25 to Crabtree Valley Mall off of Glenwood needs to be

1 reoriented. This is what I would think, that
2 instead of having those entrances to the food area
3 like Marianos [phonetic] and all that on that side.

4 SPEAKER: Uh-huh.

5 SPEAKER: That almost, like, if you
6 wrapped it around then got everybody off of a
7 Creedmoor.

8 SPEAKER: Right.

9 SPEAKER: But I don't know what that
10 would do to Creedmoor. But if you could change the
11 access off of Glenwood to the mall, yes, I agree.
12 That would take care of a lot of that.

13 SPEAKER: Right.

14 SPEAKER: Yeah, if it was just somewhere
15 where you could just -- okay. Rush hour traffic,
16 through traffic, you know, but if you're going to
17 go in the mall -- into the mall you got a separate
18 [inaudible].

19 SPEAKER: [Inaudible] yeah, that's what I
20 would think. And the second one off of Ridge Road
21 or Blue Ridge. Is that Blue Ridge?

22 SPEAKER: Blue Ridge.

23 SPEAKER: Blue Ridge Road.

24 SPEAKER: Blue Ridge, right. At the back
25 end right there before you get on the Beltline,

1 Ridge. If you could do something at Blue Ridge, I
2 don't know if you can. There's not enough room
3 there with Lead Mine connection and all that. It's
4 almost, like, I'd push it all to Creedmoor. If I
5 was [inaudible].

6 SPEAKER: But -- but it's like you said,
7 all those [inaudible] with all those lights that
8 are there. Man that -- that --

9 SPEAKER: And -- and it induces
10 pedestrians' stuff too, because you're trying to
11 cross at the light if you had to stay in the -- at
12 the motel.

13 SPEAKER: Right -- right. I don't know
14 how many times, coming down Glenwood, where there's
15 that -- that [inaudible] at the exit coming onto
16 Glenwood from the mall from the restaurant section
17 with [inaudible] and all that. Somebody invariably
18 pulled their car way out thinking they're going to
19 go and you're -- and you're, you know, just
20 slamming on your brakes to keep from hitting. I
21 mean, over and over and over again. It's -- why
22 have that -- those people trying to pour out on
23 Glenwood when that's a major [inaudible].

24 SPEAKER: I also heard a couple of words
25 about confusing. Like, if you -- if you miss your

1 turn you stop. Someone said signage coming up. So
2 just tell me a little bit more about the traffic
3 issues that are confusing in the area.

4 SPEAKER: It's -- it's the entrance or
5 the on ramps to the Beltline on Glenwood. Where
6 you're -- you're either in the right lane and you
7 don't mean to be, and you go oh, I'm going
8 straight, I mean -- what I got I've got to go over
9 two lanes.

10 SPEAKER: Right, you got to go over two
11 lanes.

12 SPEAKER: Or I'm in the middle one and I
13 didn't mean to go north on the Beltline I meant to
14 go south. So then you sit and make everybody wait
15 for you to go this way.

16 SPEAKER: Right.

17 SPEAKER: It's that -- it's the entrances
18 going south on one [inaudible] --

19 SPEAKER: Absolutely.

20 SPEAKER: Getting on the mall.

21 SPEAKER: I'm surprise they don't have
22 more wrecks right there than they do.

23 SPEAKER: I mean --

24 SPEAKER: Well, I think they could all
25 turn into [inaudible] and make a U-turn

1 [inaudible].

2 SPEAKER: Well, some do.

3 SPEAKER: Yeah, they -- they might do
4 that, cut through the apartments.

5 SPEAKER: Just a comment --

6 SPEAKER: Yeah.

7 SPEAKER: -- about what helps people in
8 cars. I've been around Atlanta quite a few times
9 and they were smart enough to paint the emblem on
10 the lane you're in.

11 SPEAKER: Uh-huh.

12 SPEAKER: And while they have the emblem
13 huge, and they have the sign also. So you -- you
14 have two visuals of where you're at. The emblem on
15 the road and then that big sign up there. So that
16 helps people not get confused about where your lane
17 is leading too.

18 SPEAKER: There's a sign actually going
19 further north, they just need the emblems on the
20 road.

21 SPEAKER: Right. Right. Yeah.

22 SPEAKER: Uh-huh. Those emblems really
23 help.

24 SPEAKER: Yeah, the traffic problem that
25 was mentioned earlier, which is Lead Mine, knowing

1 which lane to get in to as you approach Glenwood
2 Avenue.

3 SPEAKER: Yeah.

4 SPEAKER: [Inaudible.]

5 SPEAKER: Another question I have is did
6 they consider a diamond interchange, like they're
7 doing at Old Wake Forest Road.

8 SPEAKER: A diamond?

9 SPEAKER: Yeah.

10 SPEAKER: What do you mean, a diamond
11 interchange?

12 SPEAKER: A diamond is a standard.
13 That's -- that a -- that's a diverging diamond.

14 SPEAKER: Whatever it's called.

15 SPEAKER: Where you go on the opposite
16 side to cross?

17 SPEAKER: Yup, yeah.

18 SPEAKER: That's a diverging diamond,
19 that's not -- a regular diamond is not that.

20 SPEAKER: Okay.

21 SPEAKER: So they're calling it diverging
22 diamond.

23 SPEAKER: Diverging diamond.

24 SPEAKER: DDI, sorry. I actually work
25 for a traffic engineering company.

1 SPEAKER: Oh, good.

2 SPEAKER: I'm trying not to say much, but
3 I'm -- I'm here as a citizen.

4 SPEAKER: Right, so --

5 SPEAKER: I normally facilitate these
6 things.

7 SPEAKER: So considering a diverging
8 diamond, where? [Inaudible]?

9 SPEAKER: That's all right.

10 SPEAKER: That sign -- at the light on
11 the I-440 interchange.

12 SPEAKER: Okay.

13 SPEAKER: Well, another thing, while
14 you're still on traffic, when they decided to make
15 a double left turn -- was it left turn -- in front
16 of the entrance to the mall. That is certainly a
17 big hold up with traffic. Whoever designed that --

18 SPEAKER: Well, that side gets back to
19 the access of the mall on London.

20 SPEAKER: Right. Right.

21 SPEAKER: I know that, but a double lane,
22 double left-hand turn --

23 SPEAKER: They're just looking at how it
24 had to get that many more people into the mall.

25 SPEAKER: But it -- well, we're talking

1 about traffic problems and that is a big one.

2 SPEAKER: Yeah, no, I understand. Yeah,
3 I mean --

4 SPEAKER: I know -- I know --

5 SPEAKER: Hopefully, they'll reconsider
6 this whole access to the mall in this whole thing.
7 I think that's -- gets it all --

8 SPEAKER: And they also -- they --

9 SPEAKER: Yeah, it gets to the core of
10 it.

11 SPEAKER: I mean, you -- you can change
12 the road all you want, but if you keep the access
13 points there and the -- and the pattern of commute
14 through the mall, it's -- I don't know that you
15 would change anything, if you don't change the mall
16 access.

17 SPEAKER: Right. Right. Another traffic
18 problem is the on-ramp to the Beltline from Ridge
19 Road.

20 SPEAKER: Oh, yeah.

21 SPEAKER: And is that all day long?

22 SPEAKER: Yeah, especially when you're
23 trying to merge into the Beltline traffic. If
24 you're just trying to get to --

25 SPEAKER: 'Cause it's a tight --

1 SPEAKER: -- get to Varnell Avenue, it's
2 not bad.

3 SPEAKER: 'Cause it's a short on-ramp, is
4 that what you're talking about?

5 SPEAKER: Yeah.

6 SPEAKER: Is that the tight -- okay.

7 SPEAKER: You have to come down the ramp
8 and then move left into the flow of traffic at 65
9 miles an hour.

10 SPEAKER: Well, that's also probably when
11 you're coming up Glenwood and you turn on just to
12 -- to go -- what's that Route 1.

13 SPEAKER: Yeah.

14 SPEAKER: And you -- and you don't want
15 to -- you don't want to stay in that right-hand
16 lane, because when you get to Lake Boone Trail,
17 then you're stuck.

18 SPEAKER: You mean [inaudible]?

19 SPEAKER: No, Lake Boone.

20 SPEAKER: Oh, okay.

21 SPEAKER: The other one is when you're
22 coming up Glenwood Avenue, and you go under the
23 Beltline, there's an exit ramp from the Beltline
24 there. And there's a stop sign, which people don't
25 seem to see. And they just shoot right through and

1 onto Glenwood Avenue.

2 SPEAKER: So the exit from the Beltline,
3 you're supposed to stop and they run the stop sign?

4 SPEAKER: Yeah.

5 SPEAKER: Well, I think the word, yield,
6 I don't think people know what the meaning of yield
7 is.

8 SPEAKER: I don't know if you've noticed
9 or not, but when you're coming off the Beltline,
10 like you're coming from North Hills to get down on
11 Glenwood. When that stoplight turns --

12 SPEAKER: It says not to turn on red.

13 SPEAKER: -- everybody continues to run
14 right through that on red.

15 SPEAKER: Because they figured they --
16 you know, they've sat there a long time they're
17 going to get there when they can.

18 SPEAKER: Yeah, they -- they will not.
19 You have too --

20 SPEAKER: And that's when you're on the
21 other side, like me, trying to go straight, I watch
22 to make sure people are stopped. 'Cause -- 'cause
23 a lot of people don't.

24 SPEAKER: I set down them people stop,
25 because they run through that red light. If I was

1 a police man I'd make my quota by sitting right
2 there.

3 SPEAKER: On that other traffic --

4 SPEAKER: I missed what intersection that
5 was? Where the red light runners are.

6 SPEAKER: There's no light, there's a
7 yield.

8 SPEAKER: It's -- it's the exit from the
9 Beltline to Glenwood Avenue, going north or west,
10 whatever it is.

11 SPEAKER: Is that -- that's what you said
12 --

13 SPEAKER: That's what you're talking
14 about.

15 SPEAKER: That's the same thing?

16 SPEAKER: No, no I had a different one.
17 He had --

18 SPEAKER: Okay. The exit from the
19 Beltline to Glenwood, going west is a --

20 SPEAKER: Mine would be going on to 70,
21 going into the city.

22 SPEAKER: North?

23 SPEAKER: West.

24 SPEAKER: Oh, so you're going -- so
25 that's north on the Beltline going south on

1 Glenwood.

2 SPEAKER: Yeah.

3 SPEAKER: If you want to look at north
4 and south on the --

5 SPEAKER: Yeah, you know how you exit the
6 Beltline, you can go to Ridge Road or you can go
7 around the loop.

8 SPEAKER: Right. Right.

9 SPEAKER: It's supposed to be -- yeah.

10 SPEAKER: There's a stop sign at the end
11 of that loop.

12 SPEAKER: Yeah, you go around, come back
13 down on the Glenwood, yeah.

14 SPEAKER: Yeah.

15 SPEAKER: Or you can go up Ridge Road.

16 SPEAKER: Right.

17 SPEAKER: Yeah.

18 SPEAKER: And there should -- there is a
19 stop sign on that Glenwood exit, which no one
20 adheres to.

21 SPEAKER: Yeah, right.

22 SPEAKER: The synchronization, again, I
23 don't know if we're -- is that still on there?

24 SPEAKER: Yeah.

25 SPEAKER: Yeah.

1 SPEAKER: Yeah.

2 SPEAKER: The -- the -- well and it's
3 also not just -- it's not just Glenwood, it's --
4 it's all the cross rights. Cross.

5 SPEAKER: It's all over the city.

6 SPEAKER: Well, it's the -- it's the,
7 like you said, the Lead Mine coming down being
8 synchronized too.

9 SPEAKER: Uh-huh.

10 SPEAKER: So it's the cross streets,
11 along with Glenwood, having better synchronization.

12 SPEAKER: Or doing away with one of the
13 lanes.

14 SPEAKER: You'd have to funnel the
15 traffic somewhere else.

16 SPEAKER: Well, that's where you put the
17 bridge and --

18 SPEAKER: Well, if those other two
19 sections are as busy as this one, y'all going to
20 have a lot of work to do.

21 SPEAKER: Yes.

22 SPEAKER: Well, we've got a lot of money.

23 SPEAKER: Well, we want to have your
24 concerns. Other traffic that you want to mention
25 that we haven't mentioned yet?

1 SPEAKER: We covered all --

2 SPEAKER: Well, I think most of us know
3 Ridge Road gets pretty congested when there's
4 backup on the Beltline.

5 SPEAKER: Yup.

6 SPEAKER: Uh-huh.

7 SPEAKER: And it's primarily backup going
8 towards Cary.

9 SPEAKER: I was coming out this morning
10 and I looked down, I said oh lord, Beltline must be
11 backed up, 'cause they were pouring out [inaudible]
12 --

13 SPEAKER: They were pouring out. You
14 can't [inaudible].

15 SPEAKER: I observed that and tried to
16 get out.

17 SPEAKER: Yeah.

18 SPEAKER: So it's an overflow problem
19 from --

20 SPEAKER: Yeah.

21 SPEAKER: Yeah.

22 SPEAKER: Anything that -- anytime
23 there's a problem on the Beltline, you know that
24 [inaudible] going to be --

25 SPEAKER: That could happen to either

1 Lake Boone or go further down.

2 SPEAKER: We're --

3 SPEAKER: I can't get home, yeah. I
4 mean.

5 SPEAKER: Yeah, where we're at, in
6 Beckana, we -- we have to turn -- to come out our
7 neighborhood we have to turn on Ridge Road and it
8 -- and it's a left-hand turn. And it's farther
9 just exiting off of the Beltline.

10 SPEAKER: You just have to just sit
11 there.

12 SPEAKER: You just sit there.

13 SPEAKER: I'm sorry you mentioned Cary,
14 because I -- I will never go there. Cary or
15 Durham. In today's paper, it said that it is some
16 [inaudible] most attractive cities in the United
17 States.

18 SPEAKER: That's too bad.

19 SPEAKER: It's all -- looks alike, that's
20 why. It all looks alike.

21 SPEAKER: Okay.

22 SPEAKER: Okay.

23 SPEAKER: I used to work for the town of
24 Cary so --

25 SPEAKER: Oh, did you? Did you work

1 there when they were trying to get [inaudible]
2 Diner done?

3 SPEAKER: Oh, that was [inaudible].

4 SPEAKER: Thanks to your house vote, do
5 you want to consider petition?

6 SPEAKER: So what additional one or two
7 things are important things to your household or
8 business that you want considered as this project
9 moves forward? So this is kind of the catch-all,
10 if we haven't asked some of the right questions.
11 What other things should we be considering?

12 SPEAKER: I just don't want to be
13 ramrodded over. Makes me angry.

14 SPEAKER: Uh-huh.

15 SPEAKER: You want to be heard, yeah.

16 SPEAKER: And you know, if I have to take
17 to the streets with a sign, because you know, I
18 agree that Crabtree Mall is an important business
19 to the city. But so are the people that live in
20 the city that buy the stuff at the mall. But most
21 of all, I hate being ramrodded over.

22 SPEAKER: Well, one of the things -- most
23 of you have lived here longer than I have, it's 40
24 since we moved here, but all of that area was in
25 the county. And that was purely a political move

1 on the part of Mr. Brewer [phonetic] and Mr. -- who
2 else was the mayor at that time.

3 SPEAKER: Uh-huh.

4 SPEAKER: Well, you know when they built
5 Crabtree, I don't know if y'all remember or not,
6 but they made -- I don't know who made this
7 statement -- or he was somebody at a globe or
8 something, Crabtree would flood and it would wash
9 away. And it is still there.

10 SPEAKER: It's still there.

11 SPEAKER: Still floods.

12 SPEAKER: It might have flood a little
13 bit but it's still there.

14 SPEAKER: They were right about that.

15 SPEAKER: They were right about that.

16 SPEAKER: Said it would sink and flood
17 and go away.

18 SPEAKER: Who said that?

19 SPEAKER: Somebody, I guess I should --

20 SPEAKER: Was that the answer to the
21 problem, that it will be gone by flood water?

22 SPEAKER: Well, I -- I guess, they
23 thought maybe that would eliminate the problem,
24 because --

25 SPEAKER: That was their answer, it'll be

1 gone one day, so don't worry about it?

2 SPEAKER: Wash it away, yes. I guess
3 that [inaudible] the wall or something.

4 SPEAKER: [Inaudible] one other questions
5 -- or comments I should have made, when talking
6 about [inaudible] --

7 SPEAKER: He said -- he said it -- was --
8 mentioned it.

9 SPEAKER: There's the flooding problem.
10 And what we have, I think -- Brookhaven Drive is
11 the lowest spot along Glenwood. And the reason
12 that that floods first is because everybody on my
13 street, when we -- just wait, watch it this fall,
14 when the leaves come. They rake all their leaves
15 into the street and they flow down and they stop up
16 the storm drains.

17 SPEAKER: Exactly.

18 SPEAKER: I suggest -- I don't know who
19 the mayor -- [inaudible] talked to, down in the
20 city, why don't you put a fine -- some kind of grid
21 over that that will let the water go in but keep
22 the leaves out? And then another thing, why don't
23 you dredge Crabtree Creek? Oh, we can do that,
24 [inaudible] why? You got a problem every year,
25 somebody has to go and clean it out.

1 SPEAKER: Dredging streams isn't as easy
2 as you think.

3 SPEAKER: Well.

4 SPEAKER: All kind of permits and stuff.
5 But you basically -- in --

6 SPEAKER: I'm sure that we can get one.
7 Yes, sir?

8 SPEAKER: We talked about synchronize, I
9 think it's on there, but again let's try to
10 synchronize the planning and construction of
11 this interchange and the next interchange down on
12 440.

13 SPEAKER: Or just plain -- just
14 synchronization of construction, period.

15 SPEAKER: Yeah. They're -- 'cause
16 they're going to start Old Wake Forest pretty soon,
17 too. Changing that intersection, too.

18 SPEAKER: What street?

19 SPEAKER: Old Wake Forest in the
20 Beltline.

21 SPEAKER: Oh.

22 SPEAKER: What are they doing there?

23 [Inaudible]?

24 SPEAKER: That's where they're doing the
25 diverging diamond interchange.

1 SPEAKER: On Wake Forest Road?

2 SPEAKER: Uh--huh.

3 SPEAKER: Yeah.

4 SPEAKER: Part of the capital corridor
5 plan, isn't it?

6 SPEAKER: I'm not sure.

7 SPEAKER: What else is important to you?
8 I want to make sure --

9 SPEAKER: Did we talk about changing and
10 -- or getting rid of the bright idea of the bike
11 lanes in the middle of the road?

12 SPEAKER: We -- we talked about bike
13 lanes being an asset. But --

14 SPEAKER: Well, they're an asset, but not
15 the way --

16 SPEAKER: Not in the middle of the road.

17 SPEAKER: Where are they in the middle of
18 the road? Where do you see them in the middle of
19 the road?

20 SPEAKER: Oh, just driving, for example,
21 close -- Glen Eden -- yeah.

22 SPEAKER: Glen Eden --

23 SPEAKER: Glen Eden has them.

24 SPEAKER: In the middle?

25 SPEAKER: Middle, side, whatever.

1 the road, and that bike lane, which is designated
2 -- and if he or she wants to make a right hand
3 turn, then he has to run and cross all the oncoming
4 traffic, because the cars are in the right lane.

5 SPEAKER: Other things that you want to
6 make sure are heard? Other important things?

7 SPEAKER: Well, this has nothing to do
8 with the roads, but we started [inaudible] but some
9 other department, about keeping the debris off of
10 Glenwood Avenue, where the storm drains are.

11 SPEAKER: So that's in reply to the
12 flooding --

13 SPEAKER: Yes.

14 SPEAKER: Keeping the storm drains clean?

15 SPEAKER: Well, the -- the city tries to
16 do that, but people don't.

17 SPEAKER: Well, actually if you -- if you
18 call the city, oh that's the state responsibility.

19 SPEAKER: Depends on what road it is.
20 There are state maintained roads and then there are
21 city maintain roads.

22 SPEAKER: Glenwood Avenue, that's a state
23 --

24 SPEAKER: That's a state maintained road.

25 SPEAKER: Okay.

1 SPEAKER: That's what -- I mean, that's
2 the first thing. If you have potholes or anything
3 else, each road is either a state road or it's a
4 city road. You got to know -- you got to know
5 which one, and you can usually look it up, but --

6 SPEAKER: Normally, the thoroughfares all
7 be state maintained.

8 SPEAKER: Yeah.

9 SPEAKER: Sometimes, some of them aren't.

10 SPEAKER: All the time.

11 SPEAKER: Well, thoroughfare, yes.

12 SPEAKER: Yeah.

13 SPEAKER: Yeah.

14 SPEAKER: If they have a number.

15 SPEAKER: State route, and that's when
16 you know it's a state route.

17 SPEAKER: They also -- but Glenwood --
18 most people just know as Glenwood, and don't know
19 what --

20 SPEAKER: Well, it -- it's US 70, but
21 yeah, it's -- yeah.

22 SPEAKER: Right. Right.

23 SPEAKER: US 70.

24 SPEAKER: And it -- you know, you're
25 probably more familiar, but is there a process that

1 the city goes through when they grant permits to
2 construct some of these apartment complexes?

3 SPEAKER: Oh yeah the city does all the
4 permitting.

5 SPEAKER: What are you asking? What's
6 your question?

7 SPEAKER: Is there a public process?

8 SPEAKER: Yes.

9 SPEAKER: It depends if it's a rezoning
10 or if it's a site plan, yeah, there's normally some
11 public notice of all the development.

12 SPEAKER: But that appears in the
13 newspaper I don't subscribe to it anymore.

14 SPEAKER: It should.

15 SPEAKER: And sometime --

16 SPEAKER: And they should mail to
17 surrounding neighborhood, if it's like a rezoning
18 or something like that.

19 SPEAKER: Yeah.

20 SPEAKER: If you're within 200 feet of
21 [inaudible] --

22 SPEAKER: It depends on what it is. It
23 depends on the type of development, if you're
24 either rezoning or if you're at the site plan stage
25 or whatever.

1 SPEAKER: But tell me what your concern
2 is with that?

3 SPEAKER: You know, it just strikes me
4 that we're going willy-nilly with new apartment
5 complexes around Crabtree. And they're going up as
6 fast as you can --

7 SPEAKER: Well, it's also happening on
8 Six Forks. But so there's new apartment complexes,
9 and so --

10 SPEAKER: Going in and I hope they're
11 taking into account the traffic that gets
12 developed.

13 SPEAKER: You -- you see what they've
14 built over there on Woman's Club Drive, all back in
15 that area?

16 SPEAKER: Oh, yeah, no.

17 SPEAKER: I was surprised one day, I went
18 over -- where -- where did all the buildings go
19 that used to be here?

20 SPEAKER: Yeah.

21 SPEAKER: Uh-huh, yeah.

22 SPEAKER: Whether even --

23 SPEAKER: Tore them all down to build
24 apartments. That's more traffic on Glenwood
25 Avenue.

1 SPEAKER: Uh-huh. Yes.

2 SPEAKER: I don't know how many that
3 they're going to build, probably 1,000, something.

4 SPEAKER: Then when they put the new
5 apartments in near you.

6 SPEAKER: Yeah, they're going to put
7 another 140 in up there.

8 SPEAKER: Can't you see that all coming
9 down [inaudible]?

10 SPEAKER: I think we ought to encourage
11 the city --

12 SPEAKER: All that coming down
13 [inaudible]?

14 SPEAKER: Did you see all that coming
15 down [inaudible]?

16 SPEAKER: I don't even know if we have a
17 comprehensive plan anymore, because nobody pays any
18 attention to it.

19 SPEAKER: There -- there is a city comp
20 plan.

21 SPEAKER: Oh, I know that, but nobody
22 pays attention to it.

23 SPEAKER: Okay.

24 SPEAKER: They keep revising it.

25 SPEAKER: Well, it strikes me that the

1 woman who represents our neighborhood or our area
2 does a good job in keeping it up to date.

3 SPEAKER: Well, you can keep up to date,
4 but that's -- how -- how do you --

5 SPEAKER: Impact it.

6 SPEAKER: -- act on it?

7 SPEAKER: Well, they've created a pact,
8 and we'll see if that pact does anything.

9 SPEAKER: What kind of pact? You mean a
10 -- a --

11 SPEAKER: A little breadcrumb got up at
12 the last CAC meeting and talked about a pact that
13 was being created to represent our --

14 SPEAKER: I know I should've gone. Do go
15 -- belong to the -- the northwest CAC?

16 SPEAKER: No.

17 SPEAKER: Oh.

18 SPEAKER: On whatever one is Glenwood.

19 SPEAKER: That's another things, is that
20 they're talking about community actions. Committee
21 says that partnership with them, along with the
22 citizens, it's -- that would be a good idea. The
23 community, the [inaudible] CACs.

24 SPEAKER: So let me ask the question,
25 just so we have it on the recording and then we'll

1 record that.

2 SPEAKER: Uh-huh.

3 SPEAKER: What can NCDOT do to
4 demonstrate being a partner with the community
5 stakeholders, while tackling the complex
6 transportation challenges created by rapid urban
7 growth in Wake County? So that's bigger than this,
8 but let me first capture, so there's -- there's
9 CACs and communicating with the CACs? Is that --

10 SPEAKER: Yeah.

11 SPEAKER: Yeah, it's partnering with them
12 along with --

13 SPEAKER: Well --

14 SPEAKER: I mean, these are individual
15 citizens and I'm hearing you talk about community
16 groups that are already in place that Raleigh has.
17 So the ones -- the CACs that are in the study area,
18 I would think would need to be involved.

19 SPEAKER: In the DOT [inaudible] --

20 SPEAKER: For [inaudible], we do have
21 representative from DOT come.

22 SPEAKER: Yes.

23 SPEAKER: But only if there's something
24 that they're interested in.

25 SPEAKER: So what -- so what would -- so

1 DOT coming to -- do they have regular meetings the
2 CACs?

3 SPEAKER: They have monthly meetings.

4 SPEAKER: Yeah.

5 SPEAKER: So having DOT come to some of
6 those meetings?

7 SPEAKER: Come to those, yeah.

8 SPEAKER: They've been good about coming
9 at times. If they have something to report, if
10 they don't, no need for it.

11 SPEAKER: It also depends on chairman of
12 the CAC.

13 SPEAKER: Yeah.

14 SPEAKER: We had a terrible one, but he's
15 gone now, thank goodness.

16 SPEAKER: I would say that it might be
17 worthy of having a citizen stakeholder team, that
18 helps advise the process. So representatives would
19 be from the community that would be a part of the
20 process, beyond just these individual meetings.

21 SPEAKER: We could [inaudible].

22 SPEAKER: Because you like the idea?

23 SPEAKER: Yeah, I really do.

24 SPEAKER: Well, see I'm -- I'm in the
25 Northwest CAC and you're in the Glenwood CAC?

1 SPEAKER: Whatever this one is?

2 SPEAKER: Okay. So you and I are -- are
3 delegated to talk to -- to our members. Well, one
4 of the bad things -- and this has nothing to do
5 with what we're talking -- but usually the only
6 thing that the CACs take up is rezoning. If there
7 is no rezoning case, then there's usually no
8 meeting.

9 SPEAKER: What -- what other thing -- go
10 ahead?

11 SPEAKER: It would be good to have some
12 definite and specific feedback of what the DOT does
13 with all this that y'all gotten from us as input.

14 SPEAKER: So are you saying, like,
15 because we were here, we get advised?

16 SPEAKER: Well, not as -- necessarily,
17 but on a -- on a -- you know on a website.

18 SPEAKER: Okay. Oh.

19 SPEAKER: Something that says you know,
20 we -- we had this -- this series of meetings and --

21 SPEAKER: And here's -- here's all the
22 things we heard?

23 SPEAKER: -- here's -- here -- you know,
24 now, I -- obviously they can't put every detail.

25 SPEAKER: Right.

1 SPEAKER: But something that shows
2 concrete evidence that -- here's the things we've
3 heard, we've grouped these together and sorted them
4 out.

5 SPEAKER: Right.

6 SPEAKER: Here's the main impacts we
7 understand we're dealing with. Something that says
8 this -- this is a good thing to do.

9 SPEAKER: Right.

10 SPEAKER: You know, that -- that we got
11 feedback of it made a difference.

12 SPEAKER: Yeah, and the -- the intent,
13 again, is they're going to transcribe and look for
14 the themes, like you said.

15 SPEAKER: Right. Right. Sure.

16 SPEAKER: This is what we're hearing a
17 lot. And not just this is what the majority is
18 saying, what everyone is saying, post it on a
19 website. I think if you gave your e-mail, they'll
20 -- we'll share when there's an update on the
21 website.

22 SPEAKER: Oh that's -- that's even
23 better, yeah.

24 SPEAKER: Well, they're -- how I found
25 out about this was two articles that were in the

1 News and Observer, I'm not a big N&O fan anymore,
2 since my paper is about that. But --

3 SPEAKER: And your bill was thicker.

4 SPEAKER: Oh, sure.

5 SPEAKER: Some sort of diagram is always
6 good. A visual diagram of what is here, what --
7 what leads off of that, you know, because people
8 can follow a diagram --

9 SPEAKER: Are you talking about a map?

10 SPEAKER: Hmm?

11 SPEAKER: Are you talking about a map of
12 the area?

13 SPEAKER: No, when you're collecting this
14 feedback information.

15 SPEAKER: Oh, like a table?

16 SPEAKER: Yeah.

17 SPEAKER: Oh, okay.

18 SPEAKER: Yeah.

19 SPEAKER: Yeah, so not just 100 pages of
20 text [inaudible].

21 SPEAKER: Yeah, yeah.

22 SPEAKER: [Inaudible] for an organization
23 of comments.

24 SPEAKER: [Inaudible].

25 SPEAKER: Yeah, that's right. Right.

1 Right. Right.

2 SPEAKER: Yeah, a diagram is much easier
3 and it highlights the importance and where Step 1
4 went to Step 2, and Step 2 goes to Step 3. People
5 will go through that.

6 SPEAKER: Uh-huh.

7 SPEAKER: Yeah.

8 SPEAKER: But all this wording, us --
9 they'll just OD on it, you know.

10 SPEAKER: Yeah.

11 SPEAKER: Well, it's the same way with
12 the -- 70 is a perfect example, because sometimes
13 Glenwood Avenue is west or sometimes its north and
14 south. And that's -- that's what happens on
15 Creedmoor Road, too.

16 SPEAKER: What other --

17 SPEAKER: I -- I just think this process
18 that you've started is excellent. And I'd like to
19 see it continue, 'cause I remember in one of the
20 early meetings the DOT just saying, okay, we heard
21 you and we're going to go back, do our job and
22 we'll present you some options. And we'll talk to
23 people only in the study area.

24 SPEAKER: Well, I've -- what I -- I mean,
25 I was really surprised that we weren't given, what

1 are the -- why -- why are you doing this?

2 SPEAKER: The purpose?

3 SPEAKER: The purpose and what's wrong.

4 And you can't say, well it's -- it's Crabtree --
5 wrong, whatever. But somebody should have said
6 this is a brief outline of what we think is wrong
7 and we're going to cure it.

8 SPEAKER: Yup.

9 SPEAKER: So you're looking for the
10 purpose and need of the project of [inaudible] --

11 SPEAKER: Well, yeah.

12 SPEAKER: What are the safety problems?

13 SPEAKER: They'll eventually have to put
14 that out, but the -- you wanted it now, you wanted
15 it upfront or sooner?

16 SPEAKER: Well, how else can you --

17 SPEAKER: Like, what are we trying to
18 solve?

19 SPEAKER: Yeah.

20 SPEAKER: [Inaudible] what's the problem?

21 SPEAKER: What's the problem? I mean, we
22 know --

23 SPEAKER: But this doesn't -- it's not
24 officially --

25 SPEAKER: Right, right. And I'm hearing

1 you saying it would've been helpful today, to have
2 a little overview?

3 SPEAKER: Well, there should've been,
4 here is the -- here are two articles and none of
5 them say why this project is going forward.

6 SPEAKER: Why we're doing it?

7 SPEAKER: Yeah, what -- it would have
8 been nice -- in -- you're right. It would have be
9 nice to know, here's the major concerns DOT has,
10 what we're -- and what we're trying to solve. And
11 what we see as the general impacts, that would've
12 helped. Yeah.

13 SPEAKER: And I -- I wrote down what you
14 said when you first came into the room, that it
15 would've been nice to have a larger size map of the
16 study area?

17 SPEAKER: Yeah, I mean there is -- there
18 is a problem that they're trying to deal with,
19 which we're not quite sure what it is in
20 quantitative terms. And I'm even less sure what
21 it's going to be after they do something. But I
22 assume when they present options, it's going to say
23 this was the starting basis, these were the damages
24 we were experiencing.

25 SPEAKER: Right.

1 SPEAKER: We're going to pose this
2 option, these are the results of it, these are the
3 benefits.

4 SPEAKER: Right.

5 SPEAKER: So I hope that gets done.

6 SPEAKER: Well, I think this the -- the
7 problem with the -- the roundabouts. First of all,
8 taking Hillsborough Street as an example, that is
9 too small or too narrow a street to have a
10 roundabout. Five Points was a perfect place -- and
11 still is a perfect place for a roundabout, but they
12 don't put it there.

13 SPEAKER: Uh-huh. But there's not one.
14 Yeah.

15 SPEAKER: Any other -- any other things
16 DOT can do to demonstrate that they're partnering
17 with the community on this project?

18 SPEAKER: I take it there is a website
19 that we can go to?

20 SPEAKER: There is a website that you can
21 go to.

22 SPEAKER: So if we could get that address
23 before we leave the room.

24 SPEAKER: You can get the address before
25 you leave the building.

1 SPEAKER: Okay.

2 SPEAKER: Yeah, I have a --

3 SPEAKER: I'll stop, she might have it at
4 the desk.

5 SPEAKER: Yeah, yeah, she would have it.

6 SPEAKER: What -- what I -- what I
7 noticed though, going on the website, like, you
8 know, it -- it -- first off, you can't -- I -- I
9 couldn't find any information about this particular
10 thing. I'm try -- I can't remember -- I'm trying
11 to remember if it was even listed. But if it was,
12 it was just -- that it was in a proposal stage, and
13 that was about it. It didn't -- like, what was
14 brought up earlier, it didn't have anything, this
15 is what we're trying to accomplish, here's the
16 problems we've got. You know, something that gives
17 you an idea what the city's thinking about. So
18 they need to -- it looks like if something's
19 ongoing there's more information about it.

20 SPEAKER: Right.

21 SPEAKER: But if it's something in the
22 planning stage, it's -- there's hardly any mention
23 at all.

24 SPEAKER: Right. Right.

25 SPEAKER: Well, also you have to use the

1 key -- the keywords to even find --

2 SPEAKER: Find it, yeah.

3 SPEAKER: -- the website to begin with.

4 SPEAKER: Right. I think it's probably
5 intentional. Probably intentional.

6 SPEAKER: So it's too -- it's too hard to
7 find?

8 SPEAKER: Yeah, it's hard -- it's hard to
9 find and not -- not very user friendly.

10 SPEAKER: Yeah, it's too hidden. Yeah,
11 not user friendly to find information.

12 SPEAKER: It's hard to find the
13 information, and if it's in the planning stage,
14 there's not much information?

15 SPEAKER: Not much at all.

16 SPEAKER: It's like, you know, well, you
17 don't need to know this anyway. I mean, that's how
18 you feel.

19 SPEAKER: Yeah.

20 SPEAKER: That's why this -- this is a
21 good plan to do these listening sessions, but
22 they're not telling us any -- why are we doing it.
23 And just to say because of the traffic problem.
24 That's not the only problem.

25 SPEAKER: Right.

1 SPEAKER: Well, this project will be
2 built. The only thing we can do is negotiate the
3 best deal that you can get.

4 SPEAKER: Well, I don't know Ms.
5 Bordeaux's first thing is, but she said this
6 project is going to go forward.

7 SPEAKER: Uh-huh. Has to.

8 SPEAKER: And it will.

9 SPEAKER: Has to.

10 SPEAKER: But why?

11 SPEAKER: They have to spend the money.

12 SPEAKER: Well, I mean it's --

13 SPEAKER: I think we can all kind of
14 agree there's huge problems.

15 SPEAKER: Yeah there's huge problems with
16 Crabtree on Glenwood is making it worse.

17 SPEAKER: And I can -- and I found the
18 website, I'm looking for the actual URL right now,
19 because it doesn't list it at the top. But it's in
20 the State Transportation Plan, which means that --

21 SPEAKER: It just depends on how they end
22 up designing this whole thing as to how Beckanna
23 comes out and how Ridge Road comes out.

24 SPEAKER: Right.

25 SPEAKER: That's what I'm interested in.

1 SPEAKER: Right.

2 SPEAKER: You're probably interested in
3 something else.

4 SPEAKER: Like Glenwood.

5 SPEAKER: Which you should be. And the
6 Glenwood Avenue process as to what -- what are they
7 going to do, I talked to David Stark, he's the
8 chief engineer for the project. I asked could I --
9 could I come up and look at some plans, he said no,
10 I said why, he said we ain't got any. So they
11 don't have any plans.

12 SPEAKER: That's [inaudible] the first
13 step here.

14 SPEAKER: Right. You --

15 SPEAKER: But what I was going to say is
16 that the project guide in the State Transportation
17 Plan, because there had been some initial --

18 SPEAKER: But do you have the website --

19 SPEAKER: -- I'm trying to find it, but
20 I'm just telling you that it says it -- normally,
21 the State Transportation Plan you have to have some
22 upfront analysis to say why. Why it's needed?

23 SPEAKER: Right.

24 SPEAKER: So there's stuff out there that
25 they could put. And I'm looking for the website,

1 SPEAKER: Yeah.

2 SPEAKER: Yeah.

3 SPEAKER: Like, where do we go from here?

4 SPEAKER: Here's the [inaudible], okay,
5 I'll let you write it down, up here. This is the
6 website.

7 SPEAKER: Okay. Great.

8 SPEAKER: You can hold on to that.

9 SPEAKER: Thank you. So to answer that
10 question, I think there is. But they -- I don't
11 know it. I'm going to read you the next steps, so
12 you've heard the comments will be listened to on
13 the recording. And themes are going to be
14 extracted. The data from all the sessions, so not
15 just today, but the other ones is going to be
16 aggregated into a report that goes to the
17 engineering firms. That report will be put on
18 DOT's website and I'll write the website address in
19 a second when it's completed.

20 The engineering firms that are going to
21 generate ideas for proposals, for plans based on
22 many factors, including the values in the listening
23 session. And then they'll be brought back to the
24 community. They -- so that's the steps, they don't
25 tell me the timeline though.

1 SPEAKER: Right. Some sort of timeline
2 would be nice.

3 SPEAKER: Yeah, so that would be helpful?

4 SPEAKER: Yeah. Yeah, if they could put
5 up --

6 SPEAKER: If that -- that website may
7 have a schedule?

8 SPEAKER: Yeah, it might.

9 SPEAKER: And that I just looked it up,
10 she's going to write it down for y'all.

11 SPEAKER: That would be a good thing to
12 put on the website.

13 SPEAKER: There may be one. I didn't
14 look at the details, but I saw a lot of stuff in
15 there.

16 SPEAKER: [Inaudible] already there.

17 SPEAKER: Right, there? Yeah, so I would
18 look it up after this and see.

19 SPEAKER: But if it's -- yeah. Yeah.

20 SPEAKER: Well, is the state going to
21 send out our opinions to all these engineering
22 firms?

23 SPEAKER: They already have [inaudible].

24 SPEAKER: There's already three on the
25 contract, that's why they're here.

1 SPEAKER: Who -- who are the three?

2 SPEAKER: I don't know yet, I -- I'm
3 trying to figure that out. I mean, they're --

4 SPEAKER: I think they're trying to
5 figure it out.

6 SPEAKER: Well, they're -- they're here,
7 that's what we were told. So -- I heard HDR was
8 one of them. I'm with -- I'm with a different firm
9 -- then I'm not involved with this project. I'm
10 here as a civilian. But yeah, I'd like to know
11 who's working on the stuff, in general.

12 SPEAKER: Yeah.

13 SPEAKER: See DOT farms out a lot of this
14 stuff today?

15 SPEAKER: Most of it is farmed out even
16 more, because they cut their DOT staff.

17 SPEAKER: That's exactly right, they've
18 cut their staff.

19 SPEAKER: So consultants like me get a
20 lot of work out of this, but I'm not working on
21 this project.

22 SPEAKER: Right.

23 SPEAKER: I'm working on lots of other
24 projects.

25 SPEAKER: No, but in a real RFP

1 [inaudible] this is -- this is what we want you to
2 submit to us. But you've got to tell them what
3 you're -- what you're purpose is to begin with.
4 And I don't think they found that yet.

5 SPEAKER: Right here. So I think --

6 SPEAKER: Is that the whole --

7 SPEAKER: That's the whole thing so
8 www.ncdot.gov/projects if you just remember that
9 much then from there --

10 SPEAKER: You can look up the
11 [inaudible].

12 SPEAKER: The [inaudible] project.

13 SPEAKER: And that's not a one that's an
14 I?

15 SPEAKER: Right.

16 SPEAKER: By 40. Yeah.

17 SPEAKER: But -- but, I -- I haven't been
18 to the website in the last week, but if you go to
19 ncdot.gov/projects --

20 SPEAKER: You can search.

21 SPEAKER: -- then there's a search box
22 for -- and then they're calling this project, I-440
23 Glenwood. I don't think -- I think you'll be able
24 to get to it without this page as default .aspx.

25 SPEAKER: So we're -- you're in here

1 listening to us, but do you have any answers.
2 Obviously, we're asking so who were the firms on
3 this, do you know?

4 SPEAKER: I don't know.

5 SPEAKER: Okay. Do you know the
6 timeframe?

7 SPEAKER: I don't know -- but there're --
8 there are people -- are you -- are you a resident
9 or --

10 SPEAKER: I'm -- yeah.

11 SPEAKER: Okay. 'Cause most of the
12 people that have been floating in and out have been
13 from the firm, so I was thinking maybe you knew.

14 SPEAKER: Yeah, no, no, no.

15 SPEAKER: The only thing they have for
16 completion date is 2022. And I know why that is
17 that way, because you have to get a lot of
18 environmental studies done.

19 SPEAKER: Sure, right.

20 SPEAKER: The answers to your questions,
21 the impacts, all traffic studies --

22 SPEAKER: That sounds right.

23 SPEAKER: So yeah, it takes several
24 years. So 2022 is the end of the completion date
25 on the schedule.

1 SPEAKER: You should've been here earlier
2 because we really had a good -- good session.

3 SPEAKER: I've been floating around to
4 all the different ones.

5 SPEAKER: So -- but -- so -- I'm pretty
6 -- there is someone out front from DOT and she
7 might have more answers. And any of these that you
8 really want a direct answer to, and you can't get
9 it, write your -- write your question on one of
10 these cards and we'll have them get back to you
11 with those.

12 SPEAKER: So who is heading up the whole
13 project? The overall boss?

14 SPEAKER: So I'm one of the facilitators
15 --

16 SPEAKER: No, I'm not talking about
17 facilitators.

18 SPEAKER: Right. I mean NCDOT, the
19 state's Department of Transportation.

20 SPEAKER: Joey Hopkins.

21 SPEAKER: Joey?

22 SPEAKER: Joey Hopkins.

23 SPEAKER: David Stark is the chief
24 engineer.

25 SPEAKER: Is he a D -- is he a DOT

1 project manager?

2 SPEAKER: That's what you're asking?

3 SPEAKER: Yeah.

4 SPEAKER: The DOT project manager?

5 SPEAKER: Thank you.

6 SPEAKER: Uh-huh.

7 SPEAKER: The schedule on here says that
8 they're wanting to award the design build
9 construction contract in the spring of 2019.

10 SPEAKER: Okay.

11 SPEAKER: And when --

12 SPEAKER: 2019.

13 SPEAKER: It's got to be kind of hard
14 because you've got to have those environmental
15 documents.

16 SPEAKER: Spring of 2019.

17 SPEAKER: Yeah.

18 SPEAKER: Spring of 2019. I don't -- I
19 don't know how that's going to [inaudible].

20 SPEAKER: That's really cutting it close.

21 SPEAKER: That's pretty soon, isn't it?
22 I mean, that's -- that's not far.

23 SPEAKER: But the website has a lot of
24 information --

25 SPEAKER: [Inaudible].

1 SPEAKER: That may indicate someone said
2 oh, they probably made up their mind what they want
3 to do.

4 SPEAKER: So I'm going to again say,
5 thank you to all of you that were here. We can
6 stay. If you just came in, I'm happy to record
7 some of your comments as well?

8 SPEAKER: I think we found --

9 SPEAKER: Yeah, I'm -- I'm done. We did
10 a pretty good job.

11 SPEAKER: I think we about covered
12 everything.

13 SPEAKER: You guys did a great job, I
14 really appreciate.

15 SPEAKER: Same to you.

16 SPEAKER: Thank you.

17 SPEAKER: Yeah.

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